

FEDERAL AVIATION AGENCY

7A8
Revision 1
RHEIN-FLUGZEUGBAU
RW 3a - P75
RW 3b - P75
December 21, 1999

TYPE CERTIFICATE DATA SHEET NO. 7A8

This data sheet which is a part of type certificate No. 7A8 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Holder of Type Certificate Rhein-Flugzeugbau G.m.b.H.
Krefeld-Uerdingen
Federal Republic of Germany

Type Certificate Ownership Record The FAA was notified by the airworthiness authority of Germany, by letter, on November 30, 1999 that this firm is in receivership and will no longer maintain this type certificate in the United States. See NOTE 3.

I - Model RW 3a - P75, 1 PCLM (Acrobatic Category), 2 PCLM (Utility Category), approved October 18, 1960; Model RW 3b - P75, 2 PCLM (Normal and Utility Category), approved October 18, 1960

(Both these models are identical except that the RW 3a - P75 has a wing span of 32.8 ft. and the RW 3b - P75 has a wing span of 49.2 ft. Model RW 3b - P75 may be converted to the Model RW 3a - P75 by removing the 8.2 ft. outer wing section from the right and left wing.)

Engine Porsche 678/4
Fuel 80 grade aviation gasoline
Engine limits Maximum continuous, 4500 r.p.m. (70 hp.)
Takeoff (5 minutes), 4600 r.p.m. (75 hp.)

Propeller and Hoffmann 150/145/8.5 HMES/15/LD
propeller limits or 150/140/8.5 HMES/15/LD
Static r.p.m. at maximum permissible throttle setting:
Not over 4600, not under 4300.
No additional tolerance permitted.
Diameter: 59 in. No further reduction permitted.

Airspeed limits Category	RW 3b - P75		RW 3a - P75	
	Normal	Utility	Utility	Acrobatic
Vne (never exceed m.p.h.	165	165	176	183
knots	143	143	153	158
Vno (max. structural m.p.h.	130	130	130	130
knots	113	113	113	113
Vp (manoeuvring) m.p.h.	109	114	114	142
knots	94	99	99	123
Vfe (flaps extended) m.p.h.	81	81	93	93
knots	70	70	81	81
Vle (landing gear m.p.h.	84	84	84	84
extended) knots	73	73	73	73

C.G. range (+117.7) to (+122.8)
(landing gear extended)

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Empty weight C.G. range	None		
Datum	98.4 in. forward of leading edge of wing rib 1		
Leveling means	Floor in cockpit horizontal		
Maximum weight	RW 3a - P75	(Utility)	1873 lb.
		(Acrobatic)	1675 lb.
	RW 3b - P75	(Normal)	1984 lb.
		(Utility)	1873 lb.
No. seats	2 (1 at +59) (1 at +98)		
Maximum baggage	132 lb. (+111)		
Fuel capacity	18.5 gal. (two wing tanks, 9.25 gal. ea.) (+116)		
Oil capacity	1.1 gal. (+161)		
Control surface movements	Aileron	Up 24°	Down 12°
	Elevator	Up 20°	Down 20°
	Elevator tab	Up 25°	Down 25°
	Wing Flaps		Down 45°
	Rudder	Right 30°	Left 30°
Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual aircraft for which application for certification is made.		
Certification basis	CAR 10. Type Certificate No. 7A8, issued October 18, 1960.		
	Date of Application for Type Certificate April 7, 1959.		
	Each aircraft and any replacement parts manufactured in Germany must be designated as "import" and clearly labeled as such in accordance with CAR 10.30.		
Equipment	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt, containing the following statement:		
	"The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air regulation Part 3, dated May 15, 1956, including Amendments 3-1, 3-2, 3-3 and 3-4 and conforms to TC 7A8."		
	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:		
	(a) Luftfahrt-Bundesamt approved Airplane Flight Manual		

NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter, except in the case of air carrier operators having an approved weight control system.

NOTE 2. The following placard must be displayed on the instrument panel in full view of the pilot:
 "This airplane must be operated as a Normal, Utility or Acrobatic Airplane in compliance with the Operation Limitations of the Luftfahrt-Bundesamt Approved Airplane Flight Manual.

All markings and placards on this airplane apply to its operation as a Normal Category Airplane. For Utility or Acrobatic Category operations refer to the approved Airplane Flight Manual.

No acrobatic Manoeuvres (including spins) are approved for Normal and Utility Category Operations."

NOTE 3. The FAA was informed by the Luftfahrt-Bundesamt (LBA) of Germany on November 30, 1999, that this firm is in receivership and that the United States type certificate will not be maintained.

For issues concerning continued airworthiness, contact:

the aviation authority of Germany,

or the Small Airplane Directorate:

Luftfahrt-Bundesamt (LBA)
Hermann-Blenk-Str. 26
38108 Braunschweig
Germany

Federal Aviation Administration
Small Airplane Directorate, ACE-112
901 Locust, Room 301
Kansas City, MO 64106

NOTE 4. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(c), the Luftfahrt Bundesamt of Germany must certify that the airplane conforms to the type design and is in a condition for safe operation. In that regard, the Luftfahrt Bundesamt of Germany will certify that the airplane complies with all applicable mandatory continuing airworthiness information (MCAI) it has issued. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(d) the certificating inspector, or other authorized person, must find, among other things, that the product is in a condition for safe operation. In order to make that finding, the certificating inspector or other authorized person should contact ACE-112, Federal Aviation Administration, Small Airplane Directorate, prior to issuance to determine whether showing airplane compliance with certain MCAI is necessary to support a finding that the airplane is in a condition for safe operation.

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